

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL MEETING**

November 1, 2000  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

Mayor Skip Rimsza, Phoenix, Chairman	Mayor Keno Hawker, Mesa
* Mayor Ron Drake, Avondale	Mayor Edward Lowry, Paradise Valley
Mayor Dusty Hull, Buckeye	Mayor John Keegan, Peoria
* Mayor Edward Morgan, Carefree	* Mayor Wendy Feldman-Kerr, Queen Creek
* Mayor Vincent Francia, Cave Creek	* President Ivan Makil, Salt River Pima-Maricopa
Mayor Jay Tibshraeny, Chandler	Indian Community
* Mayor Steve Garza, El Mirage	Councilmember Robert Pettycrew for
* Mayor Sharon Morgan, Fountain Hills	Mayor Mary Manross, Scottsdale
* Mayor Chuck Turner, Gila Bend	Mayor Joan Shafer, Surprise
* Governor Donald Antone, Gila River Indian	* Mayor Neil Giuliano, Tempe
Community	Mayor Adolfo Gamez, Tolleson
Mayor Cynthia Dunham, Gilbert	Mayor Larry Roberts, Wickenburg
Mayor Elaine Scruggs, Glendale	Mayor Eugene Russell, Youngtown
Mayor Bill Arnold, Goodyear	F. Rockne Arnett, ADOT
* Councilmember Margarita Garcia, Guadalupe	Dallas Gant, ADOT
Mayor J. Woodfin Thomas, Litchfield Park	Bill Beyer, Citizens Transportation Oversight
* Supervisor Andy Kunasek, Maricopa County	Committee

\*Those members neither present nor represented by proxy.

1. **Call to Order**

The meeting of the Regional Council was called to order by Chairman Skip Rimsza at 5:05 p.m.

2. **Pledge of Allegiance**

Chairman Rimsza requested Mayor Arnold lead the Pledge of Allegiance.

Chairman Rimsza recognized Councilmember Robert Pettycrew as proxy for Mayor Mary Manross from Scottsdale.

Chairman Rimsza stated that for agenda item #11, Recommendation for the Future Designation of the CANAMEX Corridor Through the Maricopa Region, a letter from the Chair of the Transportation Subcommittee of the Governor's CANAMEX Task Force was at each place.

Chairman Rimsza announced that the RPTA has generously agreed to provide transit tickets for individuals who use the bus to get to the Regional Council meeting. He stated that tickets are available following the meeting from the RPTA.

Chairman Rimsza stated that agenda items not requiring Council action would be considered until a quorum was met.

4. Call to the Audience

This agenda item was taken out of order.

Chairman Rimsza noted that we have a timer to assist the public with their presentations, which have a three minute time limit. When two minutes have elapsed, the yellow light will come on notifying the speaker that they have one minute to sum up. He said that at the end of the three minute time period, the red light will come on. Members of the audience who wish to speak fill out a card and give it to the MAG staff who will bring it to the Chairman.

Chairman Rimsza stated that public comment is provided at the beginning of the meeting for non-agenda items. He indicated that for the action items on the agenda, public comment will be taken when the item is heard. Public comments are limited to three minutes.

Chairman Rimsza recognized public comment from Blue Crowley, who stated that he had a written comment from DD Barker to include in his comments. Mr. Crowley read Ms. Barker's statement that requested that consideration of the Deck Park Tunnel for placement back in the TIP be included on the next Management Committee agenda. Her statement included the fact that the City of Phoenix included authorizing travel to Europe to inspect bus and rapid transit on their November 1, 2000 agenda. In conclusion, her statement expressed a request for making a sincere effort to affordably use existing facilities should be made by all. Mr. Crowley mentioned that he had spoken to staff about the minutes of the July 26, 2000 meeting. He commented on the MAG public comment process where he is not allowed to comment on agenda items unless action is being taken. He said that by the time action is being taken, it's a done deal. Mr. Crowley stated that the public input opportunity report mentions being proactive. He stated that only two attendees were present and he was one of the two. Mr. Crowley stated that the Agua Fria Trails event run by Dawn Coomer, MAG staff, was a good example of proactive involvement. Chairman Rimsza thanked Mr. Crowley for his comments.

Chairman Rimsza recognized public comment from Bill Stephens, who spoke on establishing a super complex in the warehouse district in downtown Phoenix. Mr. Stephens stated that federal money is available for the project. He indicated that planners know that situating the complex in downtown Phoenix is environmentally right. Mr. Stephens noted that downtown Phoenix has existing infrastructure. The complex would displace no homes, would assist downtown hotel construction, would help the convention center and the City of Scottsdale. Mr. Stephens stated that \$1.8 billion is projected to be available if Proposition 302 passes. The complex would include a football and hockey complex, a recreation facility, an olympic sized pool, and a park for all. Mr. Stephens stated that the Dodgers and Red Sox could use the facilities. He outlined the boundaries of the proposed complex, from south from the railroad tracks to Buckeye Road, 7th Street as far west as needed. . He stated that he represents various groups including veterans and retirement groups. Chairman Rimsza thanked Mr. Stephens for his comments.

3. Approval of October 4, 2000 Meeting Minutes

Chairman Rimsza asked if there were any corrections to the minutes of the October 4, 2000 meeting. Hearing none, he asked for a motion to approve.

Mayor Keno Hawker moved to approve the minutes of the October 4, 2000 meeting. Mayor John Keegan seconded, and the motion carried unanimously.

5. Executive Director's Report

James M. Bourey updated members on two recent meetings. A joint meeting was held to continue the cooperative relationship between MAG and ADOT staffs. Mr. Bourey expressed his thanks to Mary Peters, ADOT Director. He stated that the MAG Executive Committee and Chair of the Regional Council Transportation Subcommittee met with PAG Regional Council representatives on October 25, 2000 in Casa Grande. Chairman Rimsza commented that dialogue focused on the challenges of completing a plan on determining improvements. He indicated that further discussion will follow the recommendations of the Governor's Task Force, which is expected next quarter.

Mr. Bourey commented on the State position for the 8-hour ozone nonattainment boundary. He stated that discussions are continuing with the Department of Environmental Quality, ADOT and the Governor's office.

Mr. Bourey stated that 20 of 29 sites have received their videoconferencing equipment. He explained that the vendor, Intellisys, recently sold their assets to another company and filed bankruptcy. Mr. Bourey stated that an RFP may be issued for another vendor.

Mr. Bourey displayed pie charts that showed the proposed funding for the MAG region for the 2002-2006 program recommended by the Resource Allocation Advisory Committee. He stated that the MAG region will receive 32.5 percent of discretionary funds for FY 2002-2006 and 42.9 percent for the single year allocation for 2006. Mr. Bourey recalled that two years ago, the MAG region received 10.5 percent. The next year's amount was 24 percent and this year was 28 percent. Mr. Bourey stated that the MAG region's share of the funding after deducting funds already allocated to this region is 42 percent. He expressed his appreciation to Ms. Peters and ADOT staff for their efforts. Chairman Rimsza congratulated MAG and ADOT staffs on their successful efforts. Chairman Rimsza thanked Mr. Bourey for his report and asked if there were any questions.

6. Approval of Consent Agenda

Chairman Rimsza stated that agenda items #7 and #8 were on the consent agenda. Chairman Rimsza noted that no public comment cards on these agenda items had been turned in.

Chairman Rimsza asked for a motion to approve the consent agenda. Mayor Joan Shafer moved to approve consent agenda items #7 and #8. Mayor Jay Tibshraeny seconded, and the motion carried unanimously.

7. 9-1-1 Five Year System Management Plan

The Regional Council, by consent, approved the MAG 911 Five Year System Management Plan. A MAG working group comprised of the Oversight Team chairman and several Public Safety Answering Point (PSAP) Managers was formed to review the current state of the system and make recommendations for the direction of the 911 system over the next five years. A management plan was prepared and recommended for approval by the Management Committee.

8. Approval of Draft July 1, 2000 Maricopa County Resident Population Update

The Regional Council, by consent, approved the July 1, 2000 Maricopa County Resident Population Update provided that it is within one percent of the draft update of 2,991,250. The Arizona Department of Economic Security (DES) has prepared a Draft July 1, 2000 Resident Population Update for the State of Arizona and the counties within Arizona. DES derived a resident population of 5,045,275 for the State of Arizona and 2,991,250 for Maricopa County. For Maricopa County this represents an increase of 77,775 people in the last year, or 2.7 percent. The Management Committee recommended approval of the July 1, 2000 Maricopa County Resident Population Update, provided that it is within one percent of the draft update of 2,991,250.

9. FY 2001 MAG Early Phase Input Opportunity Report

Kelly Taft stated that a copy of the FY 2001 Early Phase Input Opportunity Report was at each place. She explained that the full report was provided instead of the executive summary in response to concerns expressed by citizens that materials they turned in were not being made adequately available to decision makers. Ms. Taft stated that the MAG Regional Council adopted a public involvement process for receiving public input, comments and suggestions on transportation planning and programming. This is done in accord with federal requirements. Ms. Taft stated that the process includes timely public notice, complete information on transportation plans, public access to key decisions and opportunities for early and continuing involvement in the planning process. This process includes the early input phase, mid-phase, final phase, and continuous involvement.

Ms. Taft stated that in developing the Transportation Improvement Program and Long Range Plan, MAG solicits input from the public. She stated that a regional stakeholders meeting, two open houses and other public events were held during the early phase input opportunity. Events also included a presentation to the Arizona Bridge to Independent Living, for people with disabilities, and a meeting of the Southwest Transit Assessment and Review Team. Ms. Taft noted that extended public comment periods were provided at many MAG committee meetings. Ms. Taft displayed a slide that showed the public input that was received on current ongoing studies, such as the CANAMEX Corridor, where more than 700 people participated.

Ms. Taft stated that most of the comments received during the early phase were for transit, followed by services for persons with disabilities. She summarized some of the comments received to improve transit hours and frequency of service, transportation connectivity, and bike facilities, freeways, and Intelligent Transportation Systems. Ms. Taft stated that comments also expressed a need for elderly transportation and a regional airport outside the metro area.

Ms. Taft stated that MAG is committed to the principles of Title VI and Environmental Justice and seeks to gain input from underserved communities. She stated that MAG is in the process of hiring four associates to work with Hispanic, African-American, Native American and disabled communities. These associates will serve as a link to the community and create a network for MAG in the targeted areas. Chairman Rimsza thanked Ms. Taft for her presentation and asked if there were any questions.

Mayor Scruggs stated that citizens do not know about MAG as a forum for issues. She indicated that council meetings in citizens' own districts could be a better of reaching them. Chairman Rimsza suggested that a synopsis be developed on projects needing input and distributed so councils could use this communication document to relay information to their citizens. Mr. Bourey stated that this idea would benefit the program. Ms. Taft stated that finding additional ways to reach the underserved is helpful and indicated that MAG would be glad to partner on this.

10. Regional Transportation Plan Consultant Selection

Eric Anderson reviewed the selection process for a consultant to develop the new Regional Transportation Plan. He stated that MAG received three proposals in response to a Request for Proposals from the consulting teams of Parsons Brinckerhoff, Transcore, Gunn Communications, and Goodman/Schwartz; URS and BRW, Curt Lueck Associates, VRPA Technologies, and Selena Barlow Marketing Consultant; and Wilbur Smith Associates, Kimley Horn and Associates, RH & Associates.

Mr. Anderson stated that the Regional Transportation Plan Advisors, made up of the chairs of the MAG transportation committees, the Air Quality Technical Advisory Committee, the Human Services Technical Committee, a representative of the Indian communities, and representatives of three transportation agencies, was formed on the advice of the Transportation Subcommittee. The Advisors evaluated the proposals and recommended interviewing the three firms. Mr. Anderson stated that the interviews were conducted on October 4, 2000 and a consensus was reached to select URS Corporation. The Transportation Review Committee, the Management Committee and the Regional Council Transportation Subcommittee recommended that URS Corporation be selected.

Chairman Rimsza recognized public comment from Blue Crowley, who stated that he concurred with the recommendation. He stated that Grand Avenue needs further consideration. Mr. Crowley stated that the rail plan along Washington and Jefferson has eliminated bike paths. Mr. Crowley stated that discussion from CTOC meetings needs to be considered. He stated that all cities need to be a part of the bus plan. Mr. Crowley encouraged multi-modalism. Chairman Rimsza thanked Mr. Crowley for his comments. Hearing no further discussion, he asked for a motion.

Dallas Gant moved to approve the selection of the URS consultant firm to develop Phase One of the Regional Transportation Plan for an amount of \$510,000. Mayor Edward Lowry seconded, and the motion carried unanimously.

11. Recommendation for the Future Designation of the CANAMEX Corridor Through the Maricopa Region

Chris Voigt gave an overview of the process begun in November 1999 for determining a joint recommendation of the CANAMEX route by MAG and ADOT. He stated that Kimley-Horn compiled technical evaluation data. Input was received from stakeholders forums, open houses, and public meetings.

Mr. Voigt stated that more than 700 people participated in the input process. He summarized the key points heard during the consultation period. For the northern section of the designation the comments were: do not designate Loop 303 or the Sun Valley Parkway; locate the corridor west of the White Tank Mountains; consider Wickenburg/Vulture Mine Road or Eagle Eye Road; link to Wickenburg Bypass; and consider findings of related studies when they become available. Mr. Voigt mentioned that the Eagle Eye was dropped from consideration in November 1999, but was returned to the list as a result of a request by the County at the July 2000 forum. Mr. Voigt showed a slide that displayed the related studies underway and their anticipated completion dates in 2001.

Mr. Voigt stated that for the southern section, support for I-8 and SR 85 was heard. Overall, designation of the entire corridor as soon as possible was preferred. Mr. Voigt stated that a presentation was given to the Governor's CANAMEX Task Force on September 14, 2000. After considering the results of the study and comments received, the Task Force unanimously passed two

resolutions supporting the direction of the joint recommendation. Mr. Voigt stated that the joint recommendation was for the future designation of I-8 to SR 85 to I-10 and the Wickenburg Bypass, with no recommendation for the connection between I-10 and the Wickenburg Bypass until further study is completed. Further, the location the I-10 to Wickenburg Bypass connection is to be constrained outside of the nonattainment area for PM-10, eliminating Loops 303 and 101 and any other route through the urban center. Mr. Voigt displayed a map presenting the joint recommendation.

Chairman Rimsza recognized public comment from Blue Crowley, who pointed out a route previously that follows Power Line Road, connects with Congress and 93. He stated that this is a flat area geographically, and a high school, grade school and golf course would be avoided. Mr. Crowley brought up the fact that a route located nearby Wenden would require flood control. He stated that a representative from ADOT indicated that there was no opposition in Wickenburg. Mr. Crowley stated that the residents do not need CANAMEX going into their town.

Chairman Rimsza requested that Mary Peters, ADOT Director, address the Council on the letter from ADOT. Ms. Peters stated that she had a revision to the request stated in the letter. She stated that she understood the concern with a designation north of I-10. Ms. Peters stated that a six month time frame for completion of the next phase of the study, as requested by the Management Committee, was not realistic and could not be accomplished appropriately. She explained that related studies, particularly for the Wickenburg bypass, need to be completed before a designation could be made. Ms. Peters stated that ADOT's recommendation for a minimum 12 months to fully consider all factors in the study. Otherwise, issues that could open the process to complaints and legal challenges could arise if the process is rushed and not all alternatives are considered. Ms. Peters expressed that the process would take time to complete appropriately.

Chairman Rimsza commented that drivers will take the shortest route that affords the lowest cost, regardless of designation. Ms. Peters stated that a designation is warranted because of the potential federal funding that could become available.

Bill Beyer stated that he understood the concern about a delay in a designation. He asked if those working on the related MCDOT and ADOT studies could accelerate their work. Mr. Beyer stated that delay does not work. He commented on the explosive growth in the West Valley and that a designation greatly impacts development. Ms. Peters stated that attempts would be made to expedite the process to the extent possible but could not guarantee completion in less than 12 months. She indicated that she did not believe that a designation could be completed in less than one year because environmental assessments and public input concerns need to be considered and these take time to develop.

Mayor Scruggs expressed concern with the situation in Glendale. She stated that it is important to designate the route and there is much confusion. She commented if the time it takes to complete the studies cannot be adjusted, could the time the studies begin be adjusted. Ms. Peters stated that attempts would be made to accelerate the schedule, however, she stated she would not be truthful if she said that the designation could be made in nine months. Mayor Scruggs stated that if the designation is made in 12 months, it would end up taking 18 to 24 months when the process has gone through other channels for presentation. Mayor Scruggs asked Ms. Peters if she could commit to nine months. If a delay is encountered, ADOT could report back to the Council. Ms. Peters stated that although a shorter time was possible, ADOT could not commit to less than 12 months.

Mayor Hull expressed concern with considering the investments of those property owners who have planned large development projects that may be in the way of a future designation. He explained that Lyle Anderson, who is a property owner in the area, is planning on building a golf course in June or July. Ms. Peters stated that ADOT cannot preclude development plans without a specific designation of an established corridor. Mayor Hull asked for confirmation that the corridor would not be designated through the middle of developed property. Ms. Peters replied that eminent domain would apply if the designation was made. Mayor Hull commented on development filling in between designated routes. He stated that he has no problem with nine months to a year time frame, but preferred a shorter time. He expressed concern with tying up property. Mayor Hull suggested making a designation, then soliciting public input from Wickenburg and Buckeye. Ms. Peters stated that public input adds time, but is important to the process.

Mr. Beyer commented on reporting back on progress. Ms. Peters stated that ADOT would be pleased to provide progress reports. Mr. Beyer asked if ADOT would make a good faith effort by agreeing to designate within nine months. Ms. Peters replied she could not go on record agreeing to nine months.

Mayor Shafer stated that her residents were happy because they believed the designation would be made within six months. She stated they would not accept this change well. Ms. Peters noted that the 101 and 303 are no longer under consideration for designation. Mayor Shafer commented that ADOT has a history of changing decisions.

Mayor Scruggs noted that buying right-of-way uses up available money. She commented on the potential for additional transportation funding and expressed concern with missing out on potential funding if a designation is not completed. Ms. Peters stated that all funds have been earmarked for section 1119 of TEA-21 and no funds are available from this round or the next, and probably not until the next reauthorization.

Mayor Hull commented on the potential route of Sun Valley Parkway into US 60. Instead of splitting the property, a route closer to the Hassayampa might reduce impacts. Mr. Voigt stated that all options would be considered before a full alignment is established .

Mr. Beyer moved to approve the MAG/ADOT CANAMEX report and the resolution for the future designation of the CANAMEX Corridor through the Maricopa region with the understanding that the remainder of the route undetermined in Maricopa County be recommended within nine months, with the provision that within three months, ADOT would provide a report if more time is needed. Mayor Scruggs seconded.

Mayor Tibshraeny made a substitute motion to approve the MAG/ADOT CANAMEX report and the resolution for the future designation of the CANAMEX Corridor through the Maricopa region with the understanding that the remainder of the route undetermined in Maricopa County be recommended within a target of twelve months. Roc Arnett seconded.

Mr. Beyer explained that he included the shorter time frame in his motion because he said that Ms. Peters had indicated that this could be possible.

Hearing no further comment, Chairman Rimsza asked for a vote on the substitute motion. The motion passed by a vote of 10 yes and 8 no.

12. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2001 CMAQ Funding

Chairman Rimsza introduced Stephen Cleveland, member of the Management Committee and Chair of the Air Quality Technical Advisory Committee. Mr. Cleveland stated that the Committee is composed of local government, citizens, and industrial representatives. He explained that the Committee serves in an advisory capacity to the Management Committee for air quality matters. Mr. Cleveland stated that the Committee is currently involved with air quality planning activities mandated under the Clean Air Act. He stated that last year, the Serious Area Particulate plan was revised to include the additional paving of unpaved roads and PM-10 certified street sweepers to reduce dust on paved roads. Mr. Cleveland noted that \$5.7 million in CMAQ funds were programmed in the FY 2001-2005 TIP for the purchase of PM-10 certified street sweepers.

Mr. Cleveland stated that 21 project requests totaling approximately \$2.6 million in federal funds were received from agencies for the available \$960,000 programmed in the current TIP for FY 2001. He explained that the projects were evaluated by MAG staff to estimate emission reductions, in accordance with CMAQ guidance. Mr. Cleveland stated that the Committee extensively discussed the best way to allocate the available funds, including cost effectiveness, emission reductions, location of monitors where PM-10 violations have occurred, and regional geographic distribution. Mr. Cleveland stated that the Committee deliberated extensively and recommended a prioritized list. Based on current funding, eight sweepers that may be purchased for FY 2001. Mesa, Glendale, Paradise Valley, Chandler, Gilbert and Tolleson were recommended for one sweeper. The City of Phoenix was recommended for two sweepers.

Mr. Cleveland mentioned that funding is not currently available to support all of the project requests. He stated that the requested recommendation is for the list of prioritized projects and the list be retained in the event that additional funds become available as a result of redistributed obligation authority or adjustments. Chairman Rimsza thanked Mr. Cleveland for his report and asked if there were any questions.

Mayor Scruggs expressed concern with allocation funding prior to conducting street sweeper study. She mentioned recommendations made by the Governor's Air Quality Task Force in 1997 regarding the issue of street sweepers. She asked if the sweepers to be purchased were Arizona certified because of our unique desert conditions. Cari Anderson, MAG staff, explained that the purchase is being accelerated prior to conducting the test at the request of MAG member agencies. Ms. Anderson stated that in 1997, when the program was initially proposed, South Coast had not completed certification of sweepers. Subsequently, a number of sweepers have been certified and are being widely used in the South Coast region. In addition, a number of local jurisdictions have purchased and are currently using certified sweepers. Ms. Anderson stated that the MAG commitment indicates that the test will be conducted in 2000-2001 to evaluate South Coast sweepers locally. She noted that the jurisdictions are mainly interested in the operational characteristics of the sweepers.

Mayor Scruggs asked about the status of the study. Ms. Anderson stated that an RFP had been issued, and one response was received. She explained that the evaluation team, comprised of MAG member agencies, reviewed the proposal and declined to move forward. Ms. Anderson stated that the evaluation team has met again to review a revised RFP, which will be released shortly. Ms. Anderson stated that if unsuccessful, the jurisdictions have discussed conducting their own "sweep off" with equipment already purchased. She indicated that it is estimated that the study will take six months and will meet the committed deadline of December 2001.



Mayor Scruggs expressed concern with spending money in light of the difficult financial times now facing the State, on something that would end up being insufficient in performance. Chairman Rimsza stated that the technicians operating these sweepers in Phoenix are very happy with the equipment's performance. He indicated that the study is being done to satisfy EPA requirements. Ms. Anderson explained the process used by South Coast to certify sweepers for PM-10. Ms. Anderson stated that South Coast has certified the sweepers as PM-10 certified. She stated that purpose of the study is to evaluate operating characteristics. She indicated that jurisdictions are interested in evaluating the operating characteristics.

Hearing no further discussion, Chairman Rimsza asked for a motion to approve. Mayor Tibshraeny moved to approve the prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2001 CMAQ funding and retain the prioritized list for additional redistributed obligation authority, or federal funds made available to this region resulting from adjustments due to the federal revenue aligned budget authority. Mayor Hull seconded.

Before a vote was taken, Chairman Rimsza recognized public comment from Blue Crowley, who stated that he has commented previously that vacuums, not sweepers, are needed. He stated his agreement with Mayor Scruggs about concern for performance of the Southcoast sweepers on our unique dust. Mr. Crowley stated that he wants someone who is not a part of the equation to be part of the testing. Chairman Rimsza thanked Mr. Crowley for his comments and asked for a vote on the motion.

The motion passed with Mayor Scruggs and Mayor Shafer not voting.

Chairman Rimsza announced that a dinner for the members of the Regional Council and their staff who have confirmed their dinner reservations will be held in the MAG offices on the third floor.

There being no further business, the meeting was adjourned at 6:15 p.m.

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Chairman

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Secretary